

REMARKS

This is in full and timely response to the above-identified Office Action. Reexamination and reconsideration in light of the proposed amendments and the following remarks are respectfully requested.

In this response it is proposed to amend claims 1 and 11 and to rewrite claim 12 into independent form. Inasmuch as claims 12-14 have been indicated as containing allowable subject matter it is submitted that claims 12-14, now stand in prima facie condition for allowance. Claim 4 has been amended to correct the inadvertent typographical error.

The rejection of claims 1-4 under 35 USC § 102(b) as being anticipated by the disclosure of USP 4,782,257 to Secher et al. is respectfully traversed. The motor/generator according to Secher has two rotors 4 and 5. However, both are fixed to a common shaft 3 and always rotate together. Inasmuch as they are not able to rotate independently of each other, it is submitted that the amendments to claims 1 and 11, which call for the two rotors to be rotatable with respect to one another, distinguish over this reference.

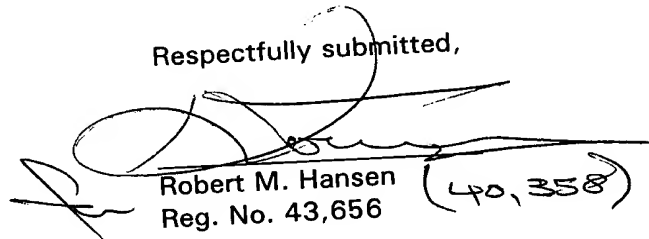
The construction of the motor/generator as set forth in claims 1 and 11 is neither known nor obvious from Secher et al. This overcomes the rejection of claim 11 under 35 USC § 103 as well as the anticipation rejection of claim 1 under 35 USC § 102.

In view of the foregoing, applicants respectfully submit that the pending claims are in condition for allowance. An early notice to this effect is earnestly

solicited. Should there be any questions concerning this application, Examiner Cuevas is invited to contact the undersigned at the number listed below.

Respectfully submitted,

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Date


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Should additional fees be necessary in connection with the filing of this paper, or if a petition for extension of time is required for timely acceptance of same, the Commissioner is hereby authorized to charge deposit account No. 19-0741 for any such fees; and applicant hereby petitions for any needed extension of time.

MARKED-UP VERSIONS OF AMENDED CLAIMS

1. (Once amended) A motor/generator comprising:
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with a plurality of magnetic poles by a magnet and a plurality of rotor coils, the first rotor and the second rotor being coaxially disposed and rotating independently from each other; and
a stator provided with a plurality of stator coils applying a rotational force on the first rotor and the second rotor when a composite polyphase alternating current is supplied to the stator coils.

4. (Once amended) The motor/generator as defined in Claim 1, wherein the motor/generator further comprises an exciting circuit which excites a part of the rotor coils by supplying a first [exiting] exciting current to the part of the rotor coils to vary the ratio of magnetic poles of the first rotor and the second rotor to a ratio other than 1:1.

11. (Once amended) A motor/generator comprising,
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with the same number of magnetic poles as the first rotor by a magnet, the first and second rotors being coaxially disposed and rotatable independently of each other;
a stator provided with a plurality of stator coils applying a rotational force on the first rotor and the second rotor when a composite polyphase alternating current is supplied to the stator coils, and
a device which limits the rotation of the second rotor in a specified direction.

12. (Once amended) The motor/generator [as defined in Claim 11,] comprising,
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with the same number of magnetic poles as the first
rotor by a magnet;
a stator provided with a plurality of stator coils applying a rotational force on
the first rotor and the second rotor when a composite polyphase alternating current
is supplied to the stator coils, and
a device which limits the rotation of the second rotor in a specified direction,
wherein the first rotor is connected to a drive wheel of a vehicle, the second
rotor is connected to an engine mounted in the vehicle, and the rotation limitation
device comprises a one-way clutch which is interposed between the engine and the
second rotor.